

GENERAL SECRETARIAT

**Orders the extension of concessions regarding kandayam payment, sanctioned in Government Orders dated 22nd December 1933 and 9th April 1934, till the end of December 1934.**

READ—

Government Order No. R. 3065-75—L. R. 221-33-2, dated the 23rd December 1933, sanctioning certain special concessions in respect of the Land Revenue Assessment for the year 1933-34.

2. Government Order No. R. 5237-46—L. R. 221-33-10, dated the 9th April 1934, granting certain further concessions in respect of the Land Revenue Assessment for 1933-34.

3. Letter No. C. 801 of 1934-35, dated the 4th September 1934, from the Revenue Commissioner in Mysore, recommending that the concessions sanctioned in the above orders may be extended up to the 31st December 1934, as by that time orders of Government may be expected to be passed on the report of the Agriculturists' Relief Committee, appointed in Government Order No. R. 302-73—L. R. 221-33, dated the 20th July 1934.

**ORDER NO. R. 1387-97—L. R. 221-33-27, DATED BANGALORE,  
THE 18TH SEPTEMBER 1934.**

The Revenue Commissioner's recommendation is sanctioned.

S. ABDUL WAJID,  
*Secretary to Government,  
General Department.*

DEVELOPMENT SECRETARIAT

**Directs that the levy of railway cess in the Tumkur, Kolar and Chitaldrug Districts, be continued pending the return of normal conditions in trade and industry.**

READ—

Letter No. L. 8018—L. B. 62-31-4, dated 1st June 1932, from the General Secretary to Government, to the President, District Board, Tumkur, stating that the proposal of the District Board for the abolition of railway cess in the district cannot be sanctioned.

2. Letter No. L. F. C. Ac. 23—30-31, dated 28th June 1932, from the President, District Board, Tumkur, requesting that the above order of Government may be reconsidered and the levy of the railway cess abolished in the district.

3. Letter No. C. 603—32-33, dated 12th December 1932, from the President, District Board, Chitaldrug, forwarding for sanction the resolution of the Board for the abolition of the railway cess in the district and the enhancement of the rate of education cess for meeting the increased cost on account of education.

4. Letter No. O. C. 332—33-34, dated 27th January 1934, from the President, District Board, Kolar, forwarding the resolution of the Board that the railway cess be abolished with effect from 1933-34.

**ORDER NO. L. 1979-88—L. B. 187-32-16, DATED BANGALORE,  
THE 17—18TH SEPTEMBER 1934.**

The District Boards of Tumkur, Chitaldrug and Kolar, have for some time past been urging on Government the desirability of abolishing the levy of the railway cess in those districts on the ground that either the construction of railways is not possible or that the cess has served its purpose and its continuance is no longer necessary.

2. Government have carefully considered the representations made in the matter, but have come to the conclusion that the request cannot be complied with

for the present. It is not likely that immediate construction of railways in those districts can be undertaken. But it is difficult to forecast at present the future possibilities with a return to normal conditions in trade and industry. The conditions obtaining at present are however so abnormal that decisions in regard to the future of railway and road transport cannot be taken for over a long period of time. In this view, the levy of the cess has to be continued and the accumulated funds will help rapid development, should it become necessary to proceed with the construction of railways. Moreover, the continuance of the levy in districts where railways have already been constructed is necessary not only to facilitate new construction, but also for the expansion and improvement of existing lines.

3. Though the object of the levy of the cess is primarily the promotion of railway construction, Section 68 of the District Boards' Regulation has since been amended so as to enable the interest on the accumulated railway cess being utilised for the improvement of communications, and in accordance with this provision some of the District Boards have been applying the interest for road works. Further, in connection with the question of the regulation of motor transport in the State, the District Boards' Regulation is proposed to be amended so as to enable the railway cess itself—apart from the interest on it—to be utilised for the development of communications. This is calculated to be of help to the District Boards at the present time, when their finances are not in a very satisfactory condition.

4. Government are therefore not in favour of the proposal for the immediate abolition of the railway cess. It is not their intention that the cess should continue permanently, but they think it advisable, in the interests of the District Boards themselves, to continue the levy until a final decision can be taken of the future of transport when normal conditions in trade and industry are restored.

M. VENKATANARANAPPA,  
Secretary to Government,  
Development Department.

#### FINANCIAL SECRETARIAT

##### Sanctions Revised Scales of Pay of the Comptroller and the Deputy Comptrollers.

ORDER NO. FL. 2752—S. & A. 197-34-1, DATED BANGALORE,  
THE 19TH SEPTEMBER 1934.

Government direct that the scale of pay of the Comptroller be revised from Rs. 1,000—100—1,200 to Rs. 1,000—50—1,200 and that of the Deputy Comptrollers from Rs. 600—40—800 to Rs. 500—50/2—750.

S. SHAMANNA,  
Secretary to Government,  
Financial Department.